

# THE Pacific Vehicle and Supply Co., Ltd.

IMPORTERS AND DEALERS IN

Buggies, Pneumatics, Surreys, Phaetons,  
Brakes, Runabouts, Traps, etc.

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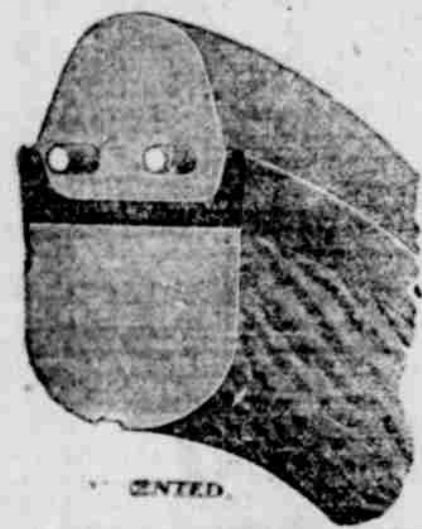
Lamps, Whips, Robes, Rugs,  
Saddles, Etc.,

Farm Wagons, Plantation  
Wagons, Dump Carts, Trucks,  
Drays, Express Wagons.

We have the largest repository in the Islands and carry a complete stock  
of Vehicles of every description.

## Pacific Vehicle & Supply Company LIMITED.

Day Block, Next to Fire Engine House, Beretania Street.



Hawaiian Carriage Mfg. Co.  
BUILDERS OF

VEHICLES ISLAND USE

REPAIRING

given prompt and careful attention

SOLE AGENTS FOR  
Rubber Tire Wheel Co.

The most durable Rubber-Tire made.  
121 Queen St. Telephone 47.

## A CAR LOAD

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## Celebrated Green River

(The Whiskey without a Headache)

...IS JUST TO HAND...

Special discounts to the Trade.

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## We Show the Goods, They do the Res

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WHY OUR NEW

TIES, SHIRTS, STRAW  
HAT GENTS' UNDERWEAR

That we have just opened. Call now and get the best.



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KING STREET  
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There is health indicated by  
A Smiling Face  
With a Stomach trouble,  
of any kind is almost an  
impossibility.  
Pure beer used with any  
kind of reason will build  
up the stomach give it health  
Try a case of pure  
Rainier Beer  
It's an ideal tonic and  
Beverage. It aids digestion.

LOVEJOY & CO  
DISTRIBUTORS.



READ THE ADVERTISER.



ALICE E. COOKE.

The schooner Alice E. Cooke, twenty-two days out from Port Gamble, docked yesterday morning at 7 o'clock at the Oceanic wharf. Captain Penhallow reports a fine voyage the entire trip, no incidents worth mentioning from the time the towing steamer left her. She is consigned to Lewers & Cooke with 550,000 feet of lumber and a number of spars, two of them particularly fine specimens of the Sound sticks. She will return in ballast. Captain Penhallow brought down a splendid little second-rater, Opitsar, belonging to his son, who is with Brewer & Co. The Opitsar was formerly of the mosquito fleet in Honolulu, and was taken to the Coast when young Mr. Penhallow entered Stanford. Later it was left with the Oakland Boat Club, but was misused. Captain Penhallow secured the little flyer, renovated her, and she now looks as trim as if just off the stocks. She is four years old, was built on board the Alice E. Cooke, and carries a keel weighted with 350 pounds of lead. She is screw-rigged and uses a deep center-board. Opitsar is the Chinook word for "sweetheart."

The two spars are consigned to Sorenson & Lytle. One is 106 feet long, 33 inches in diameter at the base, tapering to 23 inches at the top.

A RICH PRIZE.

One of the richest prizes ever picked up at sea is now making her way through the Atlantic to Gibraltar, in charge of six seamen from the British ship Senator. The little vessel is the Norwegian iron ship Superb, with a rich cargo of ore, which was picked up in latitude 36 north, longitude 36 west, totally abandoned, but in first-class condition, vessel and cargo being valued at fully \$200,000.

The prize was spoken on May 24 in latitude 36 north, longitude 20.04 west, by Captain Jones, of the British steamship Chiverton, which arrived at this port yesterday from Carthagena. Despite the fact that the Superb, a full-rigged ship, was manned by only six men, there were no requests for assistance made. Captain Jones, who stated that signals displayed showed that the vessel was proceeding for Gibraltar. When last seen he calculated she was proceeding at the rate of about four knots.

The Superb left Rio Janeiro on February 17, for Middlesbrough, England, with a full cargo of manganese ore, and was deserted by her crew, who became needlessly alarmed in a storm on April 27, in latitude 33 north. The frightened sailors were picked up by the bark Seafarer, from San Francisco for Hull, and were landed at Portland by the tug Oceana on May 1.

The British ship Senator, from which the abandoned vessel was taken, sighted the abandoned vessel on May 6, and an officer on boarding the vessel found her sound and staunch, with the exception of her main, mizzen and foretop-gallant masts, which were gone. Captain Jones, who stated that signals displayed showed that the vessel was proceeding for Gibraltar. When last seen he calculated she was proceeding at the rate of about four knots.

A call was made for volunteers from the Senator and five seamen in charge of the second mate were sent on board and put in charge of the prize, which is stated by insurance experts to be one of the most valuable that has ever been picked up at sea, both vessel and cargo being subject to the salvors' demands.

The entire crew, as well as the owners of the Senator, will participate in the salvage award, which will be at least 75 per cent of the value of the Superb and her cargo, estimated to be worth not less than \$200,000 and probably a great deal more.

The Superb, which until recently hailed from London, is 220½ feet long, 37½ feet beam and registers 1,449 gross tons. A. P. Urliken of Mandal, Norway, is her principal owner.

COWBOYS FOR DECK HANDS.

Life on a Columbia river towboat as a general thing is quite prosaic, but the monotony of life on the Ocklahama on her last round trip to Astoria was varied slightly by the presence of a couple of new deck hands just off the range, says the Portland Oregonian. Deck hands are scarce at present, along with other kinds of labor, and to fill out a crew last trip a couple of Montana cow punchers were shipped, with gas, sombreros and all the rest of the range paraphernalia. The mate could not persuade them to lay aside their guns, but by gentle argument he convinced them that it would be wrong to carry out their determination to shoot out the range lights along the river. The Ocklahama went down light, so the men had a comparatively easy time until the up trip. The steamer stopped a couple of times to wood, and this kind of labor disagreed with the new men. The anchor was dropped near Ranier, and it was about 1 o'clock before they turned in. One of them left word with the watchman not to call him until 7 o'clock. As the steamer was to get under way about 4 o'clock, the watchman roused the bad man about that time. The new deck hand pulled a gun out from under the blanket and shoving it under the watchman's nose, said:

"I told you not to call me before 7 o'clock; now you clear out of here, and if you come back again, I'll bore a hole through you."

The watchman departed, and it was 7 o'clock before he repeated the call. The Lydgate, which the Ocklahama had in tow, was a source of wonder to the strangers, and one of them strolled over to the ship and began talking to the sailors who were steering. The mate of the ship, shocked at this breach of discipline, strode up, and in language more forcible than elegant asked the intruder what he was doing there. Maverick Brander retorted in kind by telling the mate that it was none of his business, and in response to the mate's invitation for him to leave, told him that if he did not "close his face" he would "poke him in the jaw," "push in his clats" and otherwise disarrange his anatomy.

The mate took him at his word and left him absorbing information to take back to the range with him. After he had secured all the pointers he needed he went back aboard the Ocklahama and climbed up to the pilot house. He went in without knocking, and when wanted, said he was just looking over the boat because he felt like it. He said he had never "saw" one before, and thought he would look it over while he had a chance. The colossal

nerve of the man staggered Captain Colson, and he permitted him to wander around the boat with as much freedom as though he was still on the range. The men were paid off when the boat reached Portland, and the next applicant for a job will undergo a little civil service examination and must leave his guns ashore, else he cannot feed in the Ocklahama's mess.

SHIPPING NOTES.

Rev. Kong Ying Tet is back from Kauai.

The Iroquois is taking ballast at the Navy dock.

The schooner Moi Wahine is in port from Hawaii.

The W. G. Hall is expected this morning from Kauai.

The Amelia sailed in ballast for the Sound yesterday.

The Noeau experienced rough weather going to Hamakua, but all was lively on the return trip.

Mrs. Penhallow accompanied her husband on the Alice E. Cooke, which arrived in port yesterday from Port Gamble.

The English ship Kilmorey is rapidly taking on ballast, and it is expected that it will be able to sail by the end of next week.

The only cabin passenger on the steamer Noeau from Kukuiahae was Mrs. E. Moanau. The vessel brought 4,352 bags of sugar.

Sixty head of cattle came from Hawaii on the steamer Hawaii yesterday, as well as 6,100 bags of sugar, which is being taken on board the barkentine S. N. Castle.

The steamer Upolu, Captain Dalton, left yesterday for Honolulu and Kona, and the barkentine Amelia departed, bound for the Sound in ballast, with Captain Willer in command.

From Kauai the Ke Au Hou brought 3,379 bags of sugar and 444 iron sleepers. She also reported that the schooner Fannie Adele passed Koloa at 3 o'clock on Thursday on her way to Elele.

The Hawaii, which came in yesterday, brought 7,000 bags of sugar from Papaaloa and Paauhau, and 50 head of cattle also came in for the Metropolitan Meat Company, forwarded from the Parker ranch.

The Inter-Island steamer Mauna Loa left at 10 yesterday morning for ports in Hawaii, carrying a large cargo and a great many passengers. Her popular purser, Mr. M. M. Tuft, is thinking of taking a short vacation when he returns from this trip.

The Inter-Island steamer Mikahala arrived yesterday morning with the following passenger list: Miss B. K. Mahlum, Mr. and Mrs. H. M. Cooke, Mrs. Pierce, H. W. Schmidt and two sons, L. A. Aasen, Rev. Kong Ying Tet, J. C. Gill, P. J. Dutra, M. F. Bowler, and 20 deck passengers. Cargo—1,256 bags of sugar.

The Wilder Company's steamship Lehua arrived from Molokai at 8 last evening with the following cargo: Metropolitan Meat Company, 17 b. W. Wilcox, 24 bags of taro, C. Brewer & Co., 4 mules, 4 packages of machinery; H. R. Hitchcock, 6 mules, 2 horses; sundry packages, 8 hogs, 47 packages.

## VESSELS IN PORT.

ARMY AND NAVY.

U. S. Tug Iroquois, Pond, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.)

Alice E. Cooke, Am. schr., Penhallow, Port Gamble, August 23.

Aloha, Am. schr., Frye, San Francisco, August 11.

Albert, Am. bk., Griffiths, San Francisco, August 10.

Andrew Welch, Am. bk., Drew, San Francisco, August 14.

Big Bonanza, Am. bk., Bergman, Newcastle, June 1.

Carned Llewellyn, Br. shp., Griffith, Hamburg, August 23 (for Seattle).

Dunreagan, Br. bk., Dixon, London, August 8.

Dechmont, Br. sp., Alston, Newcastle, August 10.

E. B. Sutton, Am. sp., Carver, San Francisco, July 28.

Empire, bk., Knacke, Newcastle, August 3.

Emily F. Whitney, Pendleton, San Francisco, August 7.

Edward May, Am. bk., Hanson, San Francisco, August 18.

F. S. Redfield, Am. schr., Jorgenson, Port Gamble, August 18.

General Fairchild, Am. bk., Gove, Newcastle, August 4.

Halcion, Am. schr., Chas. Mellin, Eureka, May 21.

Halewood, Br. sp., Jackson, Newcastle, August 1.

Holliswood, Am. bk., Knight, Newcastle, August 4.

Henry Wilson, Am. schr., Johnson, Gray's Harbor, August 15.

Invincible, Am. sp., Mackenzie, Newcastle, August 24.

Iroquois, Am. sp., Thompson, Seattle, July 30.

James H. Bruce, Am. schr., Peterson, Aberdeen, May 22.

J. B. Brown, Am. sp., Knight, Newcastle, August 14.

Klikitat, Am. bk., Cutler, Eureka, July 3.

Kilmory, Br. sp., Corrance, Liverpool, Aug. 1.

Louisiana, Am. bk., Halcion, Newcastle, June 22.

Mohican, Am. bk., Kelley, San Francisco, July 6.

Newaby, Am. bktn., Mallestad, Tacoma, July 23.

Philadelphia, Ger. sp., Wachter, Gestamünde, August 4.

Republic, Br. sp., Davies, Newcastle, August 4.

Reporter, Am. schr., Dahldorf, Gray's Harbor, August 18.

Sebastian Bach, Br. bk., Nagasaki, February 17.

S. N. Castle, Am. bktn., Hubbard, San Francisco, July 17.

St. Katherine, Am. bk., Saunders, San Francisco, July 12.

S. G. Wither, Am. bktn., Jackson, San Francisco, August 6.

Standard, Am. sp., Getchell, Tacoma, August 18.

Woolahara, Br. bk., Williamson, Newcastle, August 2.

## Notice to Shipmasters.

U. S. Branch Hydrographic Office, San Francisco, Cal.

By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean, and the latest information regarding the danger to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific.

C. G. CALKINS,  
Lieut.-Comdr., U. S. N., in Charge.

## IT SAVED HIS BABY.

"My baby was terribly sick with the diarrhoea," says J. H. Doak, of Williams, Oregon. "We were unable to cure him with the doctor's assistance, and as a last resort we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy. I am happy to say it gave immediate relief and complete cure." For sale by Benson, Smith & Co., Ltd., wholesale agents.

## Consumption

It Can be Cured.

There is no doubt about it. Begin early, take out all impurities from the system, enrich the blood, and recovery is certain. If your child is thin and pale give Ayer's Sarsaparilla at once. Consumption only attacks the weak.

Mr. Alfred G. Stevens, of Parnell, Auckland, N. Z., sends us the photograph of his daughter and says:



"My daughter Emily, 17 years of age, was in a very low state. She could not sleep because of her violent cough. Two doctors said she was in the first stages of consumption. She was so weak she could not get out by herself. A friend induced me to try

## AYER'S Sarsaparilla

In less than two weeks our daughter could sleep well at night. Her mother and I would go into her room at all hours of the night, it seemed so good not to hear that awful hollow cough. She raised great quantities of blood, yet notwithstanding all this I can now say she is entirely cured."

Take Ayer's Pills with the Sarsaparilla.  
Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

HOLLISTER DRUG CO., Agents.

## With the Change in Tariff

Comes a sweeping reduction in the price of all goods of American manufacture.

We have cut on every piece of jewelry and silverware in the house, and you will be surprised at the great difference from former prices. No fear of comparisons here, where quality and pattern are considerations.

What do you think of full-sized solid silver teaspoons being reduced to \$8.00 a dozen, with engraving thrown in, and all articles of silverware reduced in like proportion.

These are by no means catch prices, but regular prices which will prevail here from now on, on all the different lines of goods from the States.

While reducing all our American goods we have not changed the prices on any of our European potteries, glass and chinaware, and although the present cost is forty per cent more than formerly, while our present very large stock lasts we will sell at the old rates. This is a very large saving to you, and we recommend that you make your purchases from these lines now, before an advance becomes necessary.

## H. F. WICHMAN,

FORT STREET.

## Removal Sale!

OUR ENTIRE STOCK OF JEWELRY, silver and silver plated ware, clocks, watches and spectacles, will be offered for the next thirty days at GREATLY REDUCED PRICES.

The Store we now occupy is to be rebuilt, so the stock must go.

Positively no goods charged during the sale.

All accounts must be closed up by the 10th of September.

MANUFACTURING and REPAIR departments going in full blast as usual.

## M. R. COUNTER.

The Instruments Used in....

## THE SILENT BARBER SHOP

Are Thoroughly Disinfected Before Using.

JOSEPH FERNANDEZ, Prop.  
ARLINGTON HOTEL, HOTEL ST.

## JUST ARRIVED

PER AUSTRALIA

The last invoice of

## European Goods

to be shipped to us

Under the Old Tariff,  
among which comprises an elegant line of

Ladies' Golf Capes  
Cricketing Flannels  
Bagatele Boards

ETC.

E. W. Jordan,  
10 Fort Street.

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C. D. CHASE, Vice-President.  
ARTHUR B. WOOD, Treasurer.  
J. A. GILMAN, Secretary.  
E. P. DOLE, Auditor.

## NOTICE.

We buy and sell realty, act as agents, appraisers, trustees, receivers and underwriters.

## C. D. Chase,

MANAGER

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TO SUPPLY CONTRACTORS

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Road Beds, Foundations and Sidewalks  
Sold in quantities to suit.

Estimates furnished by

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COMPANY.

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HONOLULU.

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The Waiata Agricultural Co., Ltd.  
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The Waimea Sugar Mill Co.  
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The Fulton Iron Works, St. Louis, Mo.  
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First class dry references furnished.

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